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SECURITY INFORMATION

APPENDIX

Detailed Data Required on Shipping

A. What were Communist China's seaborne imports of controlled items, other strategic materials, and non-strategic materials, as reflected by merchant ship traffic? (Required for Section I-C-1 of the terms of reference.)

1. By months for 1951.
2. By non-Soviet Bloc registered shipping.
 - a. By arrivals in Communist Chinese ports.
 - b. By numbers and total gross and/or deadweight tonnage.
 - c. By registry (flag).
 - d. By actual (beneficial) ownership.
 - e. By vessels of 1000 gross tons.
 - f. By vessels under 1000 gross tons.
 - g. By nature, quantity and/or value of materials so transported.
 - h. By origin and destination of the materials.
 - i. By origin and destination of the voyages.
3. By Soviet Bloc Shipping.
 - a. By arrivals in Communist Chinese ports.
 - b. By numbers and total gross and/or deadweight tonnage.
 - c. By registry (flag).
 - d. By actual (beneficial) ownership.
 - e. By vessels of 1000 gross tons or more.
 - f. By vessels under 1000 gross tons.
 - g. By nature, quantity and/or value of materials so transported.
 - h. By origin and destination of the materials.
 - i. By origin and destination of the voyages.

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4. By non-Soviet Bloc and Soviet Bloc shipping which transported Communist Chinese consigned materials to other than Communist Chinese ports (e.g. Hong Kong, Macao, Bombay, Karachi, Antwerp, Rotterdam, Hamburg, Odessa, and Gdynia) for ultimate transshipment to Communist China by any means of transportation. (These data are required both for Section I-C-1 and Section II in the terms of reference.)

- a. By numbers and total gross and/or deadweight tonnage.
- b. By registry (flag).
- c. By actual (beneficial) ownership.
- d. By vessels of 1000 gross tons or more.
- e. By vessels under 1000 gross tons.
- f. By nature, quantity and/or value of materials so transported.
- g. By origin and destination of the materials.
- h. By origin and destination of the voyages.

5. By non-Soviet Bloc and Soviet Bloc shipping which engaged in illicit or other extra-legal covert trade such as smuggling, sale of bunkers, false manifests, and false sailing declarations and port clearances. (These data are required both for Section I-C-1 and Section II in the terms of reference.)

- a. By arrivals in Communist Chinese ports.
- b. By numbers and total gross and/or deadweight tonnage.
- c. By registry (flag).
- d. By vessels of 1000 gross tons or more.
- e. By actual (beneficial) ownership.
- f. By vessels under 1000 gross tons.
- g. By nature, quantity and/or value of materials so transported.
- h. By origin and destination of the materials.
- i. By origin and destination of the voyages.

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6. By Soviet Bloc shipping purchased from or through non-Soviet Bloc owners or agents since 1 July 1950.

- a. By arrivals in Communist Chinese ports.
- b. By numbers and total gross and/or deadweight tonnage.
- c. By registry (flag).
- d. By actual (beneficial) ownership.
- e. By vessels of 1000 gross tons or more.
- f. By vessels under 1000 gross tons.
- g. By nature, quantity and/or value of materials so transported.
- h. By origin and destination of the materials.
- i. By origin and destination of the voyages.

7. By vessels that are actually (beneficially) owned by Communist Chinese by registered elsewhere and ostensibly owned by foreigners (e.g. Ballen and Company, and Wheelock Warden Company) by months.

- a. By arrivals in Communist Chinese ports.
- b. By numbers and total gross and/or deadweight tonnage.
- c. By registry (flag).
- d. By actual (beneficial) ownership.
- e. By vessels of 1000 gross tons or more.
- f. By vessels under 1000 gross tons.
- g. By nature, quantity and/or value of materials so transported.
- h. By origin and destination of the materials.
- i. By origin and destination of the voyages.

B. What were Communist China's seaborne exports as reflected by merchant ship traffic? (These data are required for Section III-D-2 in the terms of reference.)

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1. By months for 1951.
2. By non-Communist registered shipping.
 - a. By departures from Communist Chinese ports.
 - b. By numbers and total gross and/or deadweight tonnage.
 - c. By registry (flag).
 - d. By actual (beneficial) ownership.
 - e. By vessels of 1000 gross tons or more.
 - f. By vessels under 1000 gross tons.
 - g. By nature, quantity and/or value of materials so transported.
 - h. By origin and destination of the materials.
 - i. By origin and destination of the voyages.
3. By Soviet Bloc shipping.
 - a. By departures from Communist Chinese ports.
 - b. By numbers and total gross and/or deadweight tonnage.
 - c. By registry (flag).
 - d. By actual (beneficial) ownership.
 - e. By vessels of 1000 gross tons or more.
 - f. By vessels under 1000 gross tons.
 - g. By nature, quantity and/or value of materials so transported.
 - h. By origin and destination of the materials.
 - i. By origin and destination of the voyages.

C. What was the volume of merchant shipping involved 1/ in Communist Chinese seaborne trade during 1951? 2/ (These data are required for Section III-E in the terms of reference.)

- 1/ Enroute to or from and in Communist Chinese ports from date of departure for China until date of arrival from China.
- 2/ Some of the data called for here necessarily overlaps with that listed in Section A of the appendix.

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1. What was the volume of non-Communist registered shipping so involved (by ships regardless of number of voyages)?

- a. By months for 1951.
- b. By numbers and total gross tonnage and/or deadweight tonnage.
- c. By registry (flag).
- d. By actual (beneficial) ownership.
- e. By vessels of 1000 gross tons or more.
- f. By vessels of less than 1000 gross tons.

2. How were these vessels employed?

a. How many arrived each month at Communist Chinese ports?

- (1) By numbers and total gross and/or deadweight tonnage.
- (2) By registry (flag).
- (3) By actual (beneficial) ownership.
- (4) By vessels of 1000 gross tons or more.
- (5) By vessels of less than 1000 gross tons.

b. How many departed each month from Communist Chinese ports?

- (1) By numbers and total gross and/or deadweight tonnage.
- (2) By registry (flag).
- (3) By actual (beneficial) ownership.
- (4) By vessels of 1000 gross tons or more.
- (5) By vessels of less than 1000 gross tons.

c. How many remained in the area each month presumably in Communist Chinese coastal trade?

- (1) By numbers and total gross and/or deadweight tonnage.
- (2) By registry (flag).

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- (3) By actual (beneficial) ownership.
- (4) By vessels of 1000 gross tons or more.
- (5) By vessels of less than 1000 gross tons.

d. How many were used to transport Communist Chinese consigned material to other than Communist Chinese ports (e.g. Hong Kong, Macao, Bombay, Karachi, Antwerp, Rotterdam, Hamburg, and Gdynia) for eventual transshipment to Communist China by any means of transportation?

- (1) By numbers and total gross and/or deadweight tonnage.
- (2) By registry (flag).
- (3) By actual (beneficial) ownership.
- (4) By vessels of 1000 gross tons or more.
- (5) By vessels of less than 1000 gross tons.

3. What was the volume of Soviet Bloc shipping so involved?

- a. By months for 1951.
- b. By numbers and total gross tonnage and/or deadweight tonnage.
- c. By registry (flag).
- d. By vessels of 1000 gross tons or more.
- e. By vessels of less than 1000 gross tons.

4. How were these vessels employed?

- a. How many arrived each month at Communist Chinese ports?
 - (1) By numbers and total gross and/or deadweight tonnage.
 - (2) By registry (flag).
 - (3) By actual (beneficial) ownership.
 - (4) By vessels of 1000 gross tons or more.
 - (5) By vessels of less than 1000 gross tons.

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b. How many departed each month from Communist Chinese ports?

- (1) By numbers and total gross and/or deadweight tonnage.
- (2) By registry (flag).
- (3) By actual (beneficial) ownership.
- (4) By vessels of 1000 gross tons or more.
- (5) By vessels of less than 1000 gross tons.

c. How many remained in the area each month presumably in Communist Chinese coastal trade?

- (1) By numbers and total gross and/or deadweight tonnage.
- (2) By registry (flag).
- (3) By actual (beneficial) ownership.
- (4) By vessels of 1000 gross tons or more.
- (5) By vessels of less than 1000 gross tons.

d. How many were used to transport Communist Chinese consigned material to other than Communist Chinese ports (e.g. Hong Kong, Macao, Bombay, Karachi, Antwerp, Rotterdam, Hamburg, and Gdynia) for eventual transshipment to Communist China by any means of transportation?

- (1) By numbers and total gross and/or deadweight tonnage.
- (2) By registry (flag).
- (3) By actual (beneficial) ownership.
- (4) By vessels of 1000 gross tons or more.
- (5) By vessels of less than 1000 gross tons.

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